



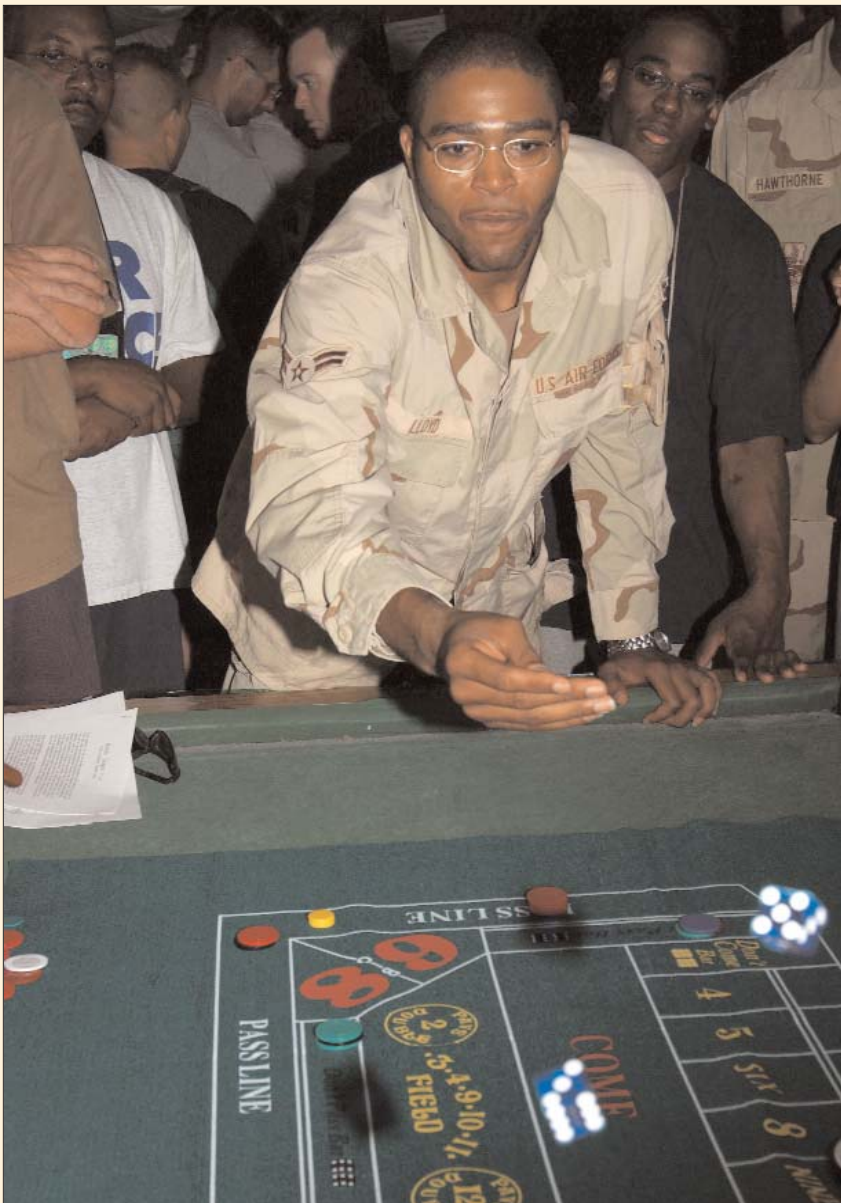
Red Tail Flyer

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September 3, 2004

Services brings a bit of Las Vegas to Balad



Air Force/Staff Sgt. Jason Lake

Airman 1st Class Kentra Lloyd, 332nd Expeditionary Civil Engineer Squadron, shoots craps during the 332nd Expeditionary Services Squadron's casino night festivities Sunday. Hundreds of Airmen played various casino games such as craps, roulette and poker to win chips that could be exchanged for prizes.

Civil engineers thwart power problems in T-Town

Staff Sgt. Jason Lake

332nd AEW/Public Affairs

The quick actions of the 332nd Expeditionary Civil Engineer Squadron saved hundreds of Tuskegee Town residents from a sleepless night after a primary distribution center for some of the power generators failed Aug. 26.

According to Lt. Col. Kevin Philpot, 332nd ECES commander, the PDC failure was probably caused by a combination of heat and higher than rated electric load from T-Town, Town Hall and the network control center.

When the PDC failed, Colonel Philpot said there was no backup PDC to make a quick fix, so his electrician team had to get creative.

"The electricians devised a plan to use two secondary distribution centers in a series to provide power to T-Town," the colonel explained. "The configuration they designed isn't standard, so they had to bring up the (power) slowly to determine whether the SDCs could bear it."

The electricians also had the network control center convert to their backup generators, and isolated some non-critical buildings from the power grid.

As a result, the fitness center, laundry tents and town hall were without power for a little more than 12 hours, but the civil engineers figured out a way to get the non-critical buildings juiced back up.

"They slowly converted the laundry tents, Town Hall and gym back onto power as they stabilized the load," Colonel Philpot explained.

The commander complimented his electricians for their hard work and dedication to help minimize the affects of the power outage.

"The electricians and power production teams worked for almost 24 hours straight to engineer and implement a solution," he said.

To ensure the same problem never happens again, Colonel Philpot said his unit has ordered two more PDCs - one to replace the broken PDC and another as a backup.

Hansen thanks AEF 9/10 Airmen for accomplishments

Col. Blair Hansen

332nd AEW commander

To all the folks of AEF 9/10, a job well done! Thank you for your hard work and dedication. Here's just a few of the amazing things we've accomplished here over the past few months:

- ✓ More than 1,100 F-16 missions for over 3,800 hours providing close air support
- ✓ More than 350 Predator missions providing surveillance and reconnaissance
- ✓ More than 2,000 hours of uninterrupted combat search and rescue alerts
- ✓ Air Control Squadron managed more than 10,000 strike sorties and aerial refuelings
- ✓ Tower executed more than 50,000 aircraft movements
- ✓ Airfield management coordinated more than 2,100 departures, providing ground support for 12 different aircraft types, the largest AMC unit in Iraq
- ✓ Aerial port safely handled 46,000 passengers and 38,000 tons of cargo on 3,500 missions
- ✓ Traffic management shipped 125 short tons of vehicles and equipment
- ✓ Fuel management received more than

40,000 gallons of avgas; reissued over 35,000 gallons to Marine, Air Force, and Army

- ✓ Contracting awarded more than 1,100 actions and spent \$10M on construction and supplies, boosting the local economy
- ✓ Civil engineering completed numerous projects resulting in several million dollars worth of improvements, including the new Town Hall
- ✓ The communication squadron laid 15,000 feet of telephone cable, 600 feet of antennae cable, significantly increased base safety by redesigning the giant voice system and implemented communications for the new Joint Defense Operations Center
- ✓ Supply moved its entire operation into a new facility in less than a week
- ✓ Security forces performed crater analysis for more than 150 impact sites; led the JDOC upgrade
- ✓ Command post made more than 100 warning announcements for base attacks
- ✓ Chaplains conducted more than 9,000 unit visits on base. They also led a humanitarian drive which provided three schools with supplies for over 1,000 children
- ✓ Finance cashed almost 3,600 checks totaling more than \$1M

✓ Public affairs brought online the first-ever wing-wide news bureau

- ✓ Plans and programs devised a \$23M plan to repair both runways and build new ramp
- ✓ Protocol welcomed more than 260 distinguished visitors
- ✓ Safety benchmarked 100 percent housing and facilities inspection program
- ✓ Manpower realigned more than 300 personnel positions and reduced manning by 35 people
- ✓ Wing administration staff processed more than 4,500 awards and decorations
- ✓ Contingency Aeromedical Staging Facility conducted 24/7 support of aerovac operations. More than 2,100 patients from all over Iraq were stabilized, staged and loaded for transport to Germany on more than 135 missions.

✓ More than 70 volunteers helped staff the CASF helping with everything from carrying litters to helping and entertaining patients

This list could go on forever. Each of you has contributed to the mission in so many ways.

Again, thanks for all your hard work which made these feats, as well as countless others, possible.

Are you the 'man in the arena?'

Col. Gloria Hoban

332nd EMDG commander

In 1910, President Theodore Roosevelt gave a lecture popularly coined "The Man in the Arena" speech.

In his most famous passage, President Roosevelt said:

"It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better.

"The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows the great enthusi-

asms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory or defeat."

I think while reading the passage it's easy for most of us to conjure up the picture of an athlete willing to give his or her all, especially if you've recently watched or read about the Olympic Games and the inspiring stories about its competitors.

Perhaps performances of heroic Airmen, Soldiers, Sailors and Marines also crossed your mind. Maybe you thought of firefighters or police officers. Any of these could fit the

description given by the president.

However, you might find it interesting to know that the actual title of the speech is "Citizenship in a Republic."

President Roosevelt was speaking to the fact that it is the quality of the individual citizen that is most important to the success of a democratic republic like ours.

What he meant is that the most important thing for continued success is how an individual takes care of every day matters and how he or she reacts when heroics are required.

It is no stretch to apply the same to our military. The quality of each and every member, how they go about day-to-day business, how they train, how they mentor, and when called

upon, how they meet exceptional challenges, is the fiber of our success. For those who are completing the Air Expeditionary Force 9/10 rotation, your time in the arena has been well spent.

You've scored many successes and, even more importantly, have left the 332nd Air Expeditionary Wing a better prepared and stronger organization.

You should be proud of your contributions and your accomplishments. That's our taste of victory.

Whether you are about to depart Balad or are just arriving, the challenges of the "arena" will continue for you as a military member and as a citizen. Take them head-on and with pride.

There couldn't be a more worthy cause.

Looking back into history

Former wing historian shares Tuskegee Airman heritage

A. Joseph Muniz

AFOSI EDET 2411

Before the 332nd Air Expeditionary Wing was reactivated in 1999 in Kuwait, and later relocated to Balad Air Base, the story behind this legendary group of young men that fought two fronts both at home and abroad grew to heights that only folklore could describe.

What was so unique about this wing that stood out?

Was it because it was the first group of African-American men that were allowed to train as fighter pilots? Was it their fearless leader, Benjamin O. Davis Jr., who not only kept the group working as a team, but also fought off political foes that wanted to discontinue this "experiment?" Was it because of the outstanding record while providing bomber escort during World War II, they were the only wing to never lose a bomber to enemy fire.

Many authors have written books about the Tuskegee Airmen and what they had to endure just to be given the right to fight for their country.

Some have written on their exploits during the war while others have written on what they have done since the war ended. Hollywood has even filmed a movie based on their journey.

The history that the Tuskegee Airmen wrote during World War II only chronicles what they did, not what many people "behind-the-scenes" had to do in order for them to be successful.

One of the first questions always asked about the Tuskegee Airmen is, "Why Tuskegee?"



Courtesy art

A Tuskegee P-51 Mustang shoots down a German fighter during an escort mission.

In 1940, several African-American business leaders and newspaper owners petitioned President Franklin D. Roosevelt to secure funding through the War Department to train young black pilots for combat duty. These pilots had already been receiving commercial training at several black colleges.

For several years, the War Department rejected black applicants solely because they had no black aerial squadrons within the Army Air Corps and segregation was still common practice.

President Roosevelt, under pressure that he might lose southern black influence, instructed the War Department to create such a unit.

Secretary of War Henry Stimson appointed Judge William Hastie, Dean of Howard University Law School, as his "Civilian Aide on Negro Affairs."

By December 1940, the Air

Corps had submitted a plan to establish a Negro pursuit squadron, a base group detachment, weather and communication detachment and a service unit.

While most of the technical and administrative training took place at Chanute Field, Illinois, the bulk of the flying training had still been undecided.

There were several areas that had been willing to accept responsibly of training flyers; West Coast, Texas, and a portion of Maxwell Field, Ala., submitted bids as did Tallahassee, Fla., which even promised to donate land if they were awarded the project.

The Tuskegee Institute in Tuskegee Alabama, a small college 40 miles east of Maxwell Field, also submitted a bid.

Judge Hastie favored Tuskegee for several reasons.

First, it already had a civilian pilot training program in place at nearby Moton Field and it was isolated in a part of the

country where flying could take place year round. Finally it also would donate land for a future training base.

When Tuskegee was awarded the contract to train pilots, it was also awarded a new training base, which would be known as Tuskegee Army Air Field.

It was at the Tuskegee Army Air Field where the legendary Tuskegee Airmen were born.

At the end of World War II, training at Tuskegee Army Air Field ceased and eventually closed.

Today, the land that once was Tuskegee Army Air Field is under private ownership and Tuskegee University has expanded into one of the largest private schools in the nation.

Moton Field, the first airstrip used for training, is still open. Plans are currently underway to reconstruct the original training portion of the field where there will be a walking museum dedicated to the Tuskegee Airmen.

GECKO MAINTENANCE

332nd EAMS keeps critical airlift mission going

Tech. Sgt. Brian Jones
332nd AEW/Public Affairs

Moving people and cargo in and out of Balad is critical to the mission of the 332nd Air Expeditionary Wing.

Quickly getting aircraft in and out of here is a team effort.

An integral cog in that process is the "gecko" maintainers of the 332nd Expeditionary Aircraft Maintenance Squadron.

The squadron is made up of more than 40 maintainers from

McChord Air Force Base, Wash., Travis AFB, Calif., Hickam AFB, Hawaii, and Dover AFB, Del. The unit provides "gas and go" support as well as a limited aircraft maintenance for cargo aircraft transiting through Balad.

With the ever present threat of attack, the combined ramp operations are designed to limit the amount of time aircraft spend on the ground.

"We don't have the luxury of having planes sit on the ramp

forever," said Senior Master Sgt. Robert Belletti, 332nd EAMS maintenance superintendent deployed from McChord. "The longer they stay, the longer they are at risk."

With most aircraft performing engine running offloads, the EAMS maintainers can turn a C-130 in 15-20 minutes, a C-17 in 30-45 minutes and a C-5 in less than 2 hours.

On an average day, the maintainers can "chock and block" nearly 30 aircraft and have han-

dled up to 50. While most aircraft landing here are moving cargo and troops, some are reconfigured to transport patients being medically evacuated from the theater. When this is the case, the maintainers kick into a higher gear.

"There's a little more urgency," said Sergeant Belletti. "When we launch a med evac at home it's empty. Here, you see the troops that are injured and you realize you're dealing with humans and not material -- it makes a difference, and you can see the result. That's why these guys work so hard."

"It's no longer something that happens to somebody else," said Staff Sgt. Kevin Haes, a C-17 crewchief deployed from McChord. "It gives you a chance to think, 'it could be you.'"

Staff Sgt. Arnie Montes, a guidance control specialist also from McChord, remembers one occasion when the gecko maintainers changed three C-17 tires so the plane could complete a medical evacuation.

"You just want to get people out," he said. "It's a good feeling."

During an average month, gecko maintainers launch and recover more than 750 aircraft transporting more than 15,000 passengers and 12,000 short tons of cargo.

"We're getting the job done," said Sergeant Haes. "We're moving people in and getting people out."



Air Force photos by Staff Sgt. Cohen Young
PARK: Senior Airman Terrance Morgan (left), 332nd Expeditionary Aircraft Maintenance Squadron directs a C-5 while it taxis onto the parking ramp.
CHECK: Airman First Class Stephen Davis (above) 332nd EAMS, checks the oil of a C-5 after the plane landed.



Photos by Staff Sgt. Cohen Young

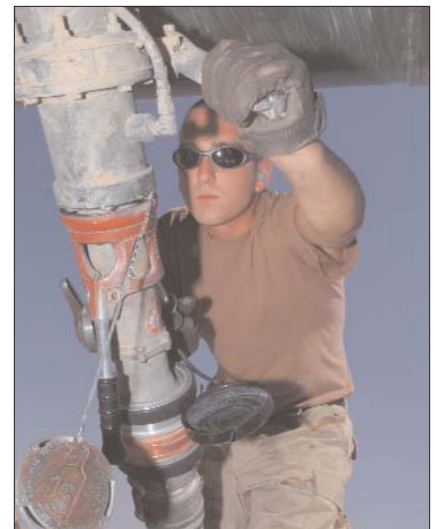
Senior Airman Jason Lovett, 732nd Expeditionary Logistics Readiness Squadron, transfers AVGAS to a filling truck while a C-130 Hercules sits in the background Aug. 24. AVGAS is the fuel used for the Predator reconnaissance aircraft.



SAMPLE: Staff Sgt. Mark Brinkman (left) and Staff Sgt. Zeke Suter, 732nd Expeditionary Logistics Readiness Squadron, test samples of JP8 fuel from delivery trucks before adding the shipment to supply.

HOOKUP: Senior Airman Michael Gullet, 332nd ELRS attaches a hose to a gas truck so he can fill a truck with JP8 fuel. The fuel is then used to fuel an F-16 aircraft.

FLASH: Staff Sgt. Mark Brinkman, 732nd ELRS, tests the flash point of JP8 fuel Aug. 24. The fuel's flash point must be at least 100 degrees, or it's considered bad fuel.



Meet your neighbor



Airman 1st Class Jana Allen-Waugh

Home station: Moody Air Force Base, Ga.

Unit: 332nd ESVS

Family: Mom and dad, sister, Jade and brother, James

Hobbies: Playing Playstation 2 games, reading and playing cards

How do I contribute to the mission? I contribute by keeping positive morale by checking out movies, Playstation 2 and providing people with junk food.

What is your favorite aspect of this deployment? Meeting new people and listening to their stories

Besides my family, what do I miss back home? I miss the privacy of my home.



PUBLIC HEALTH NOTE

"Public Health Note" is a column that answers frequently asked public health questions. Submit questions to public.health@BLAB.aorcentaf.af.mil.

Q : When does the Malaria season end?

A : Malaria season ends November 30 and begins again on April 1 next year.

What does this mean to you? It means you will continue taking either chloroquine (one pill

every week for four weeks) or doxycycline (one pill everyday for four weeks) until December.

Along with either chloroquine or doxycycline you will take primaquine, two pills everyday for the first 14 days of December.

It is important to take your primaquine tablets because the medication helps prevent a relapse of the predominant malarial parasite in the surrounding area, Plasmodium vivax.

Balad honors award winners, promotees

Base officials named the following individuals as Baladis monthly award winners:

Airman - **Senior Airman Shannon Gramling**, 732nd Expeditionary Mission Support Group

NCO - **Tech. Sgt. Donald Kubiak**, 332nd Expeditionary Mission Support Group

Senior NCO - **Master Sgt. Daniel Froedge**, 332nd EMSG

Company grade officer - **Capt. Eric Sawvel**, 332nd EMSG

Sharp Sabre Team Award - **Capt. Casey Ward**, 1st Lt. **Brian Daniels**, Tech. Sgt. **Travis West**, Tech. Sgt. **John Stott**, Staff Sgt. **Darrin Kast** and Senior Airman **Chad Rortved** from the Joint Special Operations Air Detachment

Base officials also recognized the following individuals who were promoted last month:

Airman First Class - **James Hastings**, 332nd Expeditionary Air Control Squadron

Senior Airman Below the Zone - **Ian Durst**, 332nd EACS; **Patricia Mileski**, 332nd Contingency Aeromedical Staging Facility; **Ann Berry**, 332nd Expeditionary Logistics Readiness Squadron; **James Jackson**, Warrior Bravo; **Richard St Amour**, 732nd ELRS; **Jared Rinderer**, 332nd Expeditionary Security Forces Squadron

Staff Sergeant - **James Wilson**, 332nd Expeditionary Civil Engineer Squadron, **Eric Boyd**, 332nd ESFS

Technical Sergeant - **Stephen Ellis**, 332nd ESFS

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In the News:

- [Reaching out](#)
Tallil operation delivers supplies, appreciation, understanding
- [Kirkuk's Summer Olympics](#)









The 332nd Air Expeditionary Wing News Service is a compilation of the daily news and information of four Air Force bases in Iraq that comprise the 332 AEW. Kirkuk Air Base, Balad Air Base, Baghdad International Airport, and Tallil Air Base comprise the 332 AEW, and all facilitate the reconstruction of Iraq through local and civil operations and maintenance in support of Operation Iraqi Freedom and other United States Central Command contingency plans.

Defense briefs —

One dies, one injured in work accident

ROBINS AIR FORCE BASE, Ga. -- One senior airman was killed and another seriously injured in a work-related accident here Aug. 23.

Senior Airman Jesse Williamson Jr. died, and Senior Airman Ryan Robinson was injured while using a hydraulic lift to replace light fixtures inside an aircraft hangar, said Col. Greg Patterson, 78th Air Base Wing commander. The Airmen involved are assigned to the 78th Civil Engineer Squadron.

Bad checks, AWOL net Airman confinement

KIRTLAND AIR FORCE BASE, N.M. -- Writing \$18,000 in bad checks and being absent without leave for six days netted a 377th Security Forces Squadron Airman here a bad-conduct discharge, six months confinement and demotion to airman basic.

Airman 1st Class Jessica Morris was convicted by a general court-martial. Airman Morris wrote about 60 checks, totaling about \$18,000, to various on- and off-base establishments, said officials from the 377th Air Base Wing staff judge advocate's office. While Airman Morris was under investigation, she bought a one-way plane ticket to West Virginia and traveled there without authority to be absent from her duties. She remained absent for six days before turning herself in to military authorities.

That's my boy



Air Force/Airman Veronica Pierce

TUCSON, Ariz. -- Airman 1st Class Raymond Moore sees his son, DeAndre, for the first time in about eight months. Airman Moore arrived at Tucson International Airport here after being deployed with the 732nd Expeditionary Logistics Readiness Squadron in Iraq. He was part of the first convoy mission to be led by Airmen-Soldiers.

Rumsfeld says democracy worth effort in Middle East

Jim Garamone

American Forces Press Service

WASHINGTON -- Iraq and Afghanistan's transition to democracy will be a long and hard effort, but it is worth the pain and sacrifice of so many, Defense Secretary Donald H. Rumsfeld told servicemembers at Yuma, Ariz., Aug. 26.

Rumsfeld thanked servicemembers for their willingness to serve in the global war on terrorism and said they would look on their service in this fight the same way their grandfathers looked at their service in World War II.

Many scoffed at the United States after World War II for trying to mold Germany, Italy and Japan into democracies, Rumsfeld told the Marines and sailors. But through persistence and example that change was made, and now those three countries are among the world's staunchest democratic

allies, he said. "It will not be an easy transition to democracy in Afghanistan or Iraq," he said. "It think it was Thomas Jefferson who said of our own transition that one should not expect to be transported to democracy in a featherbed. It is a tough thing to do."

The secretary said the global war on terror is a "brutal reality of our times." While many Americans believe the war on terror began Sept. 11, 2001, it really started many years before. He pointed to the al Qaeda bombing of the World Trade Center in 1993, the attacks against Air Force personnel in Saudi Arabia, the bombings of U.S. embassies in East Africa and the attack on the USS Cole in Yemen. It wasn't until Sept. 11 that Americans treated the conflict as a war and not as a law enforcement function, he said.

During the same era, Saddam Hussein dispatched a squad of killers to assassinate

a former U.S. president, Rumsfeld said. "The Iraqis were firing almost daily at U.S. aircraft that were enforcing the no-fly zones, and Saddam Hussein was paying \$25,000 to the families of suicide bombers to encourage still others to go out and kill innocent men, women and children," he said.

Americans must understand this is a war unlike any the United States has fought, the secretary said. "We must not make the mistake of thinking the absence of a traditional war or traditional conflict means that we're at peace, because we most certainly are not," the secretary said.

Americans also must understand that the United States must fight these enemies where they live. The idea that terrorism will simply go away is wrong, he said. "It will not go away," the secretary said. "Indeed, it will increase out vulnerability by inviting still more terrorist attacks."

T-Town Chapel Schedule

Sundays:

Protestant Religious Education, 8 a.m.
Protestant Worship, 9 a.m. & 5:30 p.m.
Catholic Mass, 10:30 a.m.
LDS Sacrament meeting, 7 p.m.
LDS S.S., 8 p.m.

Mondays:

Catholic Mass, 7 p.m.

Tuesdays:

Catholic Mass, 7 p.m.
Catholic Discussion Group, 8 p.m.

Wednesdays:

Catholic Mass, 11 a.m.
Purpose Driven Life, 8 p.m.

Thursday:

LDS Study Group – 7 p.m.

Friday:

Catholic Mass – 5:30 p.m.
Women's Fellowship – 7 p.m.

Saturday:

Catholic Reconciliation/Confession – 12:15-12:30 p.m., or appointment
Catholic Mass – 12:30 p.m.
Protestant Communion – 7 p.m.

Daily:

Band of Brothers (Men's Fellowship), 8:30 p.m.
Christian Prayer, 9 p.m.

Know what this is?

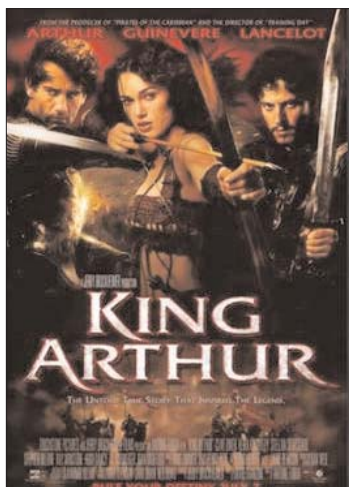


Air Force/Staff Sgt. Jason Lake

Each week, the Red Tail Flyer staff will take a photo from around Balad. If you can identify the object or item, shoot us an e-mail at redtailflyer@blab.aorcentaf.af.mil with identify This! in the subject block. The first person who sends in the correct answer wins a prize and will get their name printed in this publication. Congratulations to the Master Sgt. Sean Gouge, 332nd Expeditionary Maintenance Group, for identifying last week's closeup of a gecko.

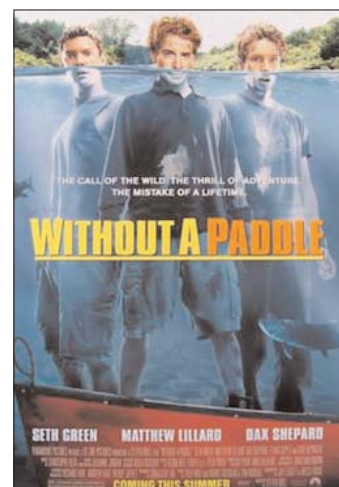


Sustainer Movie Schedule



Schedule is subject to change

Today	Paddle	9 p.m. - White Chicks
3 p.m. - King Arthur	6 p.m. - King Arthur	
6 p.m. - Without a Paddle	9 p.m. - Anchorman	
9 p.m. - Without a Paddle		Wednesday
	Monday	3 p.m. - King Arthur
	3 p.m. - Anchorman	6 p.m. - Without a Paddle
	6 p.m. - White Chicks	9 p.m. - Anchorman
	9 p.m. - King Arthur	
Saturday		Thursday
3 p.m. - Anchorman		3 p.m. - Anchorman
6 p.m. - Without a Paddle		6 p.m. - King Arthur
9 p.m. - King Arthur		9 p.m. - Without a Paddle
Sunday	Tuesday	
3 p.m. - Without a Paddle	3 p.m. - Without a Paddle	
	6 p.m. - Two Brother	



332nd Air Expeditionary Wing Editorial Staff

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